

## **Testimony in opposition of Proposed SB #103, AN ACT REQUIRING BICYCLISTS TO RIDE SINGLE FILE ON A PUBLIC ROAD.**

February 11, 2013

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I am currently a member of the State of CT Bicycle and Pedestrian Advisory Board, the former Advocacy Chair and founding Board member of the Central CT Bicycle Alliance (now Bike Walk CT), a founding Board member of Bike Walk Glastonbury, a bicycle commuter (who strictly obeys the laws), a bike store owner who responsibly educates my clients on proper use of the road, and a motorist. I support education and enforcement of bicyclists, motorists, and any other road users so that we can all share our roads safely. This is my personal testimony.

I share the concern that motorists and bicyclists share the road safely. My objective is to retain the option for bicyclists to ride 2-abreast when safe and reasonable. Therefore, I oppose proposed SB 103. I believe that the current statute addresses the issues. However, I am not against clarification of the current statute.

The current statute states "(b) Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast, as provided in this subsection, shall not impede the normal and reasonable movement of traffic, and, on a laned roadway, shall ride within a single lane."

While the current statute clearly states that the riders may not ride 2 abreast if they are impeding traffic, I would support wording that clarifies this statement, as long as that wording allows bicyclists to ride 2 abreast when safe and reasonable and preserves the 3-foot passing language. The State of New York achieves this through the following wording: "Persons riding bicycles or skating or gliding on in-line skates upon a roadway shall ride, skate, or glide single file when being overtaken by a vehicle."

I believe that there are many situations in which it is safe and reasonable to ride 2-abreast. It is not possible to compile a complete list, but I will share a few examples. I have ridden side by side with my child so that I could safely communicate with him as I teach him how to ride safely on the roads. I often ride with new cyclists and will pull up beside them to encourage them when they are struggling up a hill or to communicate proper road rules, such as to remind them that that we are approaching a traffic light and that they should prepare to stop if the light is yellow or red. I time these discussions so that they occur when there is not a motor vehicle behind us. It is also enjoyable and not unsafe to share a dialogue with a riding partner on a slow, low-traffic road. All of these, and many other examples, would be illegal with the proposed legislation.

I am very aware that not all bicyclists share the road courteously or obey all traffic laws. I believe that most do so. The same is true for motorists. The solution is education and enforcement of all road users.

Let's continue moving forward together, increasing safety for all road users, without creating unnecessary restrictions. Thank you for your consideration.